

THE PROTEST OF SPAIN.

THE FILIBUSTERING GRIEVANCE HAS REACHED A CRITICAL PERIOD—WILL NOT SUBMIT TO "FOR-IGN INTERFERENCE."

Madrid, Oct. 24.—A Government note protesting against filibustering will be handed to the United States Minister, General Woodford, tomorrow.

According to a dispatch from Havana, Lieutenant-General Weyler has ordered the abandonment of demonstrations that were being prepared there in his favor and against the Government.

Mrs. Woodford, the wife of the United States Minister, has arrived here. General Woodford has not yet taken an official residence, but will continue to occupy apartments at the Hotel de Rome.

In the special note to Minister Woodford the Government declares that Spain has done all in her power to end the war in Cuba, and cites the many sacrifices which have been made by the nation, the number of troops sent to Cuba and the reforms which are to be carried out in the island which are fully described. The note ends with the statement that "Spain will not admit the right of any foreign Power to interfere in any of her affairs."

There is no doubt that the Government's reply will represent the deep feeling of the Nation. The note dwells at length on filibustering and other material and moral assistance which has chiefly contributed to the rise and duration of the rebellion, and which in turn has damaged American interests. It clearly intimates that Spain cannot continue the "forbearance shown by Señor Canovas del Castillo and the Duke of Tetuan during the last two years" and that she now calls upon the American Government to "fulfill more strictly in the future the rules and duties of international law" because "the success of the new home rule policy and the speedy pacification of Cuba chiefly depend upon the conduct of the United States."

"El Imparcial" publishes a cable dispatch from Key West asserting that there is a strong party in Cuba, "directly opposed to Marshal Blanco and the new regime," and that it is feared his task will be very difficult.

COMMENTS OF THE LONDON PRESS.

London, Oct. 25.—The Madrid correspondent of "The Daily Mail" says:

"The Spanish press unanimously supports the attitude of the Government, which it calls eminently sober and dignified, but the impression is that the controversy with the United States has reached a critical stage, which may be the prelude to a rupture. I spoke with three members of the Cabinet to-day (Sunday), who in almost identical words contended that Spain has the right, after her tremendous sacrifices in Cuba, to demand the observance of international neutrality by other nations. One of them added: 'The Gordian knot is the United States, without whose help the rebellion would long ago have been suppressed. We do not want war, but every European nation will approve our defence of our international rights.'"

"The Spanish naval forces in the Caribbean sea will be strengthened on the pretext of a necessity for increased vigilance on the Cuban coast. General Weyler has cabled a denial of the report that Mr. Hughes, the correspondent of 'Black and White,' was robbed. He says Hughes did not go to Havana for proof of his statement."

The Madrid correspondent of "The Standard" says:

"A member of the Cabinet assures me that the Government intends to give Cuba complete local government, with universal suffrage to elect municipal and provincial councils and an insular Parliament. The latter will be composed of upper and lower chambers, having entire control of taxation and tariffs. The Government will be composed of five Ministers, whose councils will be presided over by the Governor-General. Senators and Deputies for Cuba will continue to sit in the Spanish Cortes; and the Imperial Government will still control the army, navy, police, tribunals and foreign affairs of the colony, exactly as the programme of the Autonomists demanded. The Government has accepted the promises of support of both the Autonomists in Cuba and of those residing in France and the United States, and expects no opposition from the other colonial parties."

"The same Minister says that the Government does not believe the Spanish note will cause a rupture with the United States, because it is couched in a friendly tone and virtually shows that Spain is doing what the United States has repeatedly advised."

"The Daily Mail" says editorially this morning:

ENTITLED TO A FAIR TRIAL.

"The United States is morally bound to give the Sagasta Cabinet a fair trial. Its good intentions with regard to Cuba are so obviously genuine that a declaration of war at this juncture, whichever side it comes from, will be universally laid at President McKinley's door."

"The Standard's" editorial on the same subject says: "Events have proved that the United States fixed the end of October as the date for Spain to reply to General Woodford's note; and the change of Minister has not bettered the situation as between Spain and the United States. If, as we have difficulty to believe, Spain has threatened to cause suspected vessels in Cuban waters in case filibustering continues, it is quite certain that Señor de Lome would be told that Spain would do so at her own peril."

"It is highly improbable that the United States will declare war with Spain, but it may recognize the belligerents. It would then depend upon Spain to decide what effort to make to that damaging move. It appears, therefore, that the grave risk of rupture behooves Spain, with cool, dispassionate circumspection, to ask herself what would be the result of hostilities with America. We are thoroughly alive to the courage and patriotism of Spain, but she would be hopelessly overmatched in such a contest."

"The American Navy, though of modest dimensions, is of excellent quality, and could be increased indefinitely; whereas there are good grounds for believing that the Spanish fleet in the West Indies is of inferior quality, and even in the important matter of speed, far from modern requirements. Such a war would inevitably mean the loss of Cuba, and a costly and disastrous struggle, which Spanish statesmanship ought to do everything in its power to avert."

"We believe it is the ideal of dreams for Spain to hope for assistance from any European Power. No doubt the United States would manage to leave with Spain the responsibility of declaring war, and Europe has too many burning questions of its own in Europe, Africa and Asia to be able to help Spain gratuitously with another in the New World."

"The Daily Chronicle," commenting editorially upon "the gravity of the situation," says: "Neither Spain nor the United States is likely to yield, and an accident may precipitate events."

"MORNING POST'S" HEATED TALK.

"The Morning Post" says:

"If Señor Sagasta consistently maintains his present attitude, and adopts a mere practical conduct of Cuban affairs, he will secure for Spain the sympathy of all civilized nations."

After attacking the United States for "permitting filibustering," "The Morning Post" predicts that "the result of Spain's protest will be another dispatch, professing anxiety to observe the law, rehearsing the difficulties the American Constitution puts in the way of its strict maintenance, and with studied insolence, reproaching the Spanish Government for giving its well-meaning neighbors so much trouble."

"The Daily Telegraph" says:

"It will be a serious business for the United States if it stretches its hands to Cuba or Hawaii. The occupation of Cuba would involve the Republic in Continental policies and relationships. To execute the Monroe Doctrine, thus so dubiously rendered ambiguous, the United States would need to double its standing army and triple its navy."

"Hotel Manhattan, Madison Avenue and 42d Street, Telephone, 110. Supper à la Carte."—Adv.

STOLE A JERSEY ROAD.

A TROLLEY COMPANY'S BOLD MOVE UNDER COVER OF DARKNESS.

HUNDREDS OF LABORERS LAY THE RAILS AND STRING THE WIRES IN DEFIANCE OF THE ORDERS OF THE COURTS AND THE PROTESTS OF PROPERTY OWNERS.

Somerville, N. J., Oct. 24.—Bridgeview Township, between this place and the Borough of Bound Brook, was the scene of a fierce contest to-day. The Sheriff and other peace officers were defied and driven from the ground; a writ of certiorari was disregarded; the protests of property owners and township officials were scoffed at, and men who sought to prevent the laying of railroad tracks through the Eastern Pike were overpowered and driven away.

Three years ago the New York and Philadelphia Traction Company obtained a franchise to build a trolley road along the Eastern Turnpike. After the franchise was granted it was found that under the decisions of the courts the franchise could not hold water, and a year or so ago the company put in an application for a new franchise. It had to obtain the signatures of the property owners and more than one-half consented. Then the Brunswick Traction Company, of New-Brunswick, came into the field with an application, for permission to build a road over the same route. The two companies met before the Bound Brook Borough Board and there fought out a long battle. Bound Brook finally declared for the Brunswick Company. The battleground was then transferred to Bridgeview Township. No franchise, except the invalid one, has been granted, but tonight the rails are down and by daylight a car will be running over the route.

THE ATTACK ON THE ROAD.

From the Somerville Township line to Bound Brook is about two and one-half miles. It is over this stretch that the battle was fought to-day. Last night a train left Bound Brook for the Baltimore and Ohio Railroad, leaving a complete outfit for building two and a half miles of road, a trolley-car all ready to be set on the road, and a force of about one thousand laborers, rails and engines. They arrived at Flanders at 11:40 last night, and proceeded to the township. This was the first intimation that the township had of the contemplated move. When the laborers arrived upon the road, Peter Lundberger, of Bridgeview, who favored the Brunswick Company, latched up a horse and started for the house of Edward Radel, president of the Brunswick Company, in New-Brunswick. Mr. Radel went at once before Justice Ludlow, of the Supreme Court, and caused a writ of certiorari to be issued. This was a few minutes before 12 o'clock. At midnight Mr. Radel started for Bridgeview. The writ was served, and the crowd of farmers and villagers who gathered to the scene expected to see the attacking force called off.

THE SHERIFF'S ORDERS DEFIED.

They were never more mistaken. The writ was stowed away, and the work went on with renewed vigor. The members of the Township Committee were roused out of bed and a demand made that they protect the township. The few peace officers of the township were powerless, so a message was sent to this place summoning Sheriff W. H. Weyler, of Bound Brook, to come and check the intruders. The Sheriff summoned his deputies and went to the scene. He was laughed at, and the work went on. Then the Sheriff summoned more men to act as special deputies, and finally had fifty men under him. This force was totally powerless, and, except for a few arrests, could do nothing. President Radel sent to New-Brunswick and gathered his employees, and he soon had fifty men on hand. His object was to prevent the building of the road in front of a farm owned by him. This stretch of about a thousand feet was left by the Baltimore men until this afternoon and night. The Radel men were driven off and no attention was paid to them. The New-Brunswick men could offer no resistance, as they were outnumbered ten to one. The road was ripped up and the rails went down.

POWER FROM A PRIVATE HOUSE.

Where the power with which to operate the road was to come from was what puzzled all but those in the secret. In Flanders lives John C. Shaw, a New-York lawyer. His place is one of the largest and handsomest in Somerset County. Consequently the residents of the village were not surprised when, a short time ago, a dynamo arrived from New-York and was set up on his place. It was supposed to be for the purpose of supplying light on Mr. Shaw's place. There is no doubt now that the dynamo was primarily intended to furnish power for the electric road. At any rate, it was connected with the wires this evening and power will be turned on before daylight.

The members of the Township Committee said that they were powerless in the face of such a display of force, to do anything, and would reckon with the Philadelphia company later. When the New-Brunswick men reached the scene, it was expected there would be trouble, but Mr. Radel did not call a sufficient number of men to make any forcible resistance. Radel said this evening that he called his men for the standing in front of his property. As to tearing up the rails, he would not attempt such a thing. The rails were put down in front of his place and all along the road while the Philadelphia company was under an injunction laid upon them by Justice Ludlow. When they proceeded with the work, to his mind, he said he would be in the position of defiance to the Supreme Court. He believed the Court was powerful enough to support its decrees, and that the acquiescence of the State would be secured in such a manner that New-Jersey's Supreme Court would earn for itself the respect and fear of every one.

The tracks will have to be guarded during the next few days, as there is more than a possibility that they will be torn up. The men who put the rails down will leave here early in the morning.

CHURCH DEDICATED IN ROME, N. Y.

PART OF THE SERVICE CONDUCTED BY MONSIGNOR MARTINELLI, THE PAPAL DELEGATE.

Rome, N. Y., Oct. 24.—The new St. Peter's Church in this city was dedicated to-day, according to the rites of the Roman Catholic Church. The consecration service began at 7:35 and ended at 9:25 a. m. It was conducted by the Rev. Patrick A. Ludden, Bishop of Syracuse. At 9:30 the procession, headed by a band of thirty-two pieces, started from old St. Peter's Church and marched to the new one. Solemn pontifical mass was celebrated at 10:30 by Monsignor Martinelli, the Papal Delegate. The Papal Delegate occupied the throne on the gospel side of the altar, and Bishop Ludden occupied the epistle side. There were present many visiting clergymen, including Bishops McGuire, of Rochester, and Gable, of Ogdensburg. The consecration sermon was preached by Monsignor Conarty, of the Catholic University of America, Washington. Solemn pontifical vespers were held this evening, and Bishop McGuire, of Rochester, preached a sermon.

MAY POSTPONE UNION PACIFIC SALE.

DEFINITE ACTION TO BE TAKEN AT A CONSULTATION IN ST. PAUL TO-DAY.

Omaha, Neb., Oct. 24.—General John C. Cowin, special foreclosing suit, last evening admitted that there was more than a probability that the sale would be postponed, but he would not make a positive statement. He said he would be in St. Paul at once to confer with Judge Sanborn and Special Master Corbin on Monday. The outcome of that consultation, it is expected, will be an order postponing the sale of the road under foreclosure, which is now advertised for Tuesday, November 16, at 10 o'clock. It is expected, however, that the sale will be postponed to a later date, but had not been made up to the hour the banks closed.

THE DRIFT TOWARD LOW.

SENATOR PLATT TRIES TO STOP IT. HE ISSUES A STATEMENT TO BOLSTER UP REPUBLICANS AND THEN SAYS THE CITIZENS UNION MOVEMENT WILL HELP TRACY—SIGNS OF LOW'S GREAT STRENGTH IN BROOKLYN.

Yesterday was a quiet day politically, and the headquarters of the various candidates were almost deserted, but wherever people discussed the situation they were struck by the many indications of the great progress which the Citizens Union movement is making. They mentioned the developments of Saturday which were revealed in yesterday's Tribune, such as the effect on wavering Republicans of General Tracy's Waterloo speech of Friday night at the Atlantic Casino, the significant straw vote taken on the Stock Exchange, showing an overwhelming sentiment for Low, the demonstration made in favor of the Citizens Union candidate at the dinner of the Lotus Club for Anthony Hope; the declarations of a number of prominent people, both Democrats and Republicans, that they would vote the Citizens Union ticket, and many other things that went to show the drift of popular sentiment.

That all this had a discouraging effect upon the Republican machine leaders was made plain by the course of Senator Platt. He had returned from Washington, where, it was generally understood among politicians, he had gone for the purpose of trying to secure the aid of the President for General Tracy. Falling in this and seeing how great was the tendency of the voters toward Mr. Low, he last night issued a long statement intended to bolster up regular Republicans and make them support General Tracy. In this statement he declares that Tracy has "already won" and then urges all Republicans to keep hard at work until Election Day. He makes the assertion that the Low candidacy, far from being of any harm to the machine ticket, is an "additional and distinct force for Republican success," but does not explain why, if this be true, Republican orators are making such wild and frantic outcries against the Citizens Union candidate.

"The World" yesterday published the results of a postal card canvass which it has undertaken. It selected the First and Fourth wards of Brooklyn, and the XXVth Assembly District of New-York, which are Republican strongholds, and the result tends to prove that Low is vastly stronger than Tracy in these districts. The vote was as follows:

Van Brunt, Low Tracy, Weyler, First and Fourth wards, 195 65 95 45 XXVth Assembly Dist., 75 25 25 25

There are indications on every hand in Brooklyn that the Low movement is making great gains. One interesting example of this is the really remarkable display of Low lithographs in all parts of the city. These have been placed in the windows of private houses by thousands of citizens, apparently of their own motion, for the Citizens Union managers have done nothing to instigate this display, whereas the Republican machine people have put forth great efforts to make a large showing of Tracy pictures. But they have met with indifferent success, for, according to trustworthy and impartial reports, the Low pictures outnumber the Tracy pictures by four to one.

Ex-Mayor Schieren yesterday confidently estimated, from his own personal observations, that Mr. Low would have 54,000 votes in Brooklyn. Jacobus Schieren, who is the managing manager of the Citizens Union, is a member of the Republican Campaign Committee, and has been active in the efforts to defeat Joseph A. Burr, candidate for the Supreme Court Bench, who is worthily and openly declaring his vote for Mr. Low.

The failure of General Tracy to appear at the Metropolitan Bazaar Hall in this city, where he had been slated to speak at a meeting on Saturday night, caused considerable comment among the politicians yesterday, and led to a report that he might not make more speeches before the close of the campaign.

I guess you'll find that the Republican managers are not at all discouraged by the advice of Croker, and not let their candidate for Mayor do any more talking," said one astute politician at the Van Wyck headquarters.

General Tracy's talk at the hopeless character of his campaign and about running like Napoleon at Waterloo has not been relished by some of his Republican supporters. In the office of the committee on Speakers' Republican headquarters yesterday it was said that no reason for General Tracy's failure to make a speech as advertised was known there. No one in the office knew that General Tracy had failed to appear at the meeting, and it was not until Saturday night, when inquiries began to come over the telephone, and then it was impossible to communicate with General Tracy. At the Longmeadow Club yesterday General Tracy received a reporter's card and sent back word that he was not well and wanted to be excused from an interview. President Quigg of the Republican City Committee said last evening that General Tracy was expected to make several speeches this week. He did not know why the General failed to speak at the meeting on Saturday night, but he would take the advice of Croker, and not let their candidate for Mayor do any more talking."

After the White Plains robbery, Roberts and his associate came to this city, where they were arrested. They were taken to the Kings County Penitentiary for house-breaking. There he met Andrea and the pair planned to escape, and did a week ago last Thursday. After they got out of prison they went to Jamaica, Long Island, where they got some old clothing to put on in place of their prison suits. They could find no hats in the house, but attacked two men on the road and took their heads. They then made their way to White Plains, where they robbed the stores of W. H. Sullivan and Samuel Ellis. The booty which they stole they took away in a wagon, which, with a horse, they stole from a stable. While about to load one of these stores they were confronted by two men, who pointed revolvers at them. These people, it seems, were "Denver Jack" and one of his accomplices. Roberts explained his presence there, "Jack" and his companion quietly departed.

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NAVAL SEAMAN DROWNED.

HE WAS ON THE WAY TO NEW-YORK IN A SAILBOAT, WHICH CAKEIZED.

Wickford, R. I., Oct. 24.—James Sullivan, of the battleship Massachusetts, was drowned early this morning off the coast of Narragansett Pier by the capsizing of a small sailboat. Sullivan, 27 years of age, was a sailor on the battleship. He was on his way to New-York in a sailboat procured in Newport, and the boat in gyling upset. Neared reached the shore in an exhausted condition. Captain Church of the life-saving station at Narragansett Pier directed a search for the body, but without success. Neared was rescued by the crew of the battleship, started with the sailboat, hoping to reach New-York before the expiration of Sullivan's furlough, which was nearly up.

A VERDICT GIVEN AGAINST COLOMBIA.

AN AWARD OF \$42,000 MADE TO THE CAUCA RAILWAY AND LAND COMPANY.

Washington, Oct. 24.—The commission appointed last January to arbitrate the claim of the Cauca Railway and Land Company of Colombia for \$42,000, awarded yesterday at the State Department, the amount of the claim at \$42,485.37, payable to the Cauca Company in gold coin of the United States, with 5 per cent interest added after January 28, 1908.

The Cauca Company, organized under the laws of West Virginia, secured from the Colombian Government in 1882 a concession of land in the Cauca Valley for the purpose of constructing three hundred miles of railway from Buena Ventura, on the Pacific coast, to Manizales, in the interior, with lateral connections to develop the mineral deposits of the valley. The undertaking was fully capitalized, but the work was retarded by the difficulty of placing bonds, and in 1891, inspired by popular clamor, the Colombian Government revoked the concession and confiscated under its terms the property of the company, which it subsequently agreed to pay for at the actual valuation.

The Cauca Company presented its claims to the State Department, and the Colombian Republic consented to arbitration. The arbitrators appointed were Lewis M. Haupt, Daniel H. Penna and Charles F. Schramm. After a series of meetings in New-York City they found that the terms of the concession by which the land was acquired by the company, and the actual physical value of the property, but the cost of construction, professional labor, traveling expenses, interest on bonds and other incidental charges of corporate organization, this the arbitrators made the award.

Amateur Photographers may have their films developed and printed by Rockwood, 1440 Broadway.—Adv.

MILITIA MUST GO OUT.

SHERIFF JOHNSON FEARS TROUBLE AT THE CORNELL DAM.

THE FOURTH SEPARATE COMPANY, OF YONKERS, WILL GO TO CROTON TO-DAY—ALL QUIET AT THE SCENE OF THE STRIKE YESTERDAY.

Sheriff Addison Johnson, of Westchester County, fearing trouble, has called upon Captain Pruyn, of the 4th Separate Company, of Yonkers, to assist him in preventing the destruction of property by the strikers at the Cornell dam. The company of eighty men has been ordered to proceed to Croton to-day.

Everything at the Cornell dam was quiet yesterday. The deputy-sheriffs posted about the works had little to do except relieve one another at regular intervals, and speculate upon what will happen this morning when it comes time for the men to go to work again. This will really be the critical point in the strike.

The 250 laborers in all, of these there are about three hundred and fifty Italians, who are determined that not one cent of their money goes to the benefit of any business conducted by Joseph Sica. On Thursday the Italians struck, and three stores and a rum shop until the other laborers stopped work also. The same thing was repeated on Friday. On Saturday the contractors shut down and paid off the men, and to-day, if possible, work will be resumed.

A representative of the firm of Coleman, Rand & Brown, the contractors at the dam, told a Tribune reporter yesterday that the men were not obliged to buy goods of or board with any particular man. In this the men, who are naturally cautious, had been misled because a large boarding shanty had recently been erected by this Joseph Sica, who appears to be unpopular among his countrymen. When the men went out to work on Saturday they all said they would go to work to-day. The contractors deny that they intend to place new men on the work in the place of the strikers.

There were many rumors at the dam yesterday to the effect that the strikers were going to burn buildings and do other damage, and as a consequence, a strict watch is maintained. The 4th Separate Company is called upon to guard a large number of the Italians living in the vicinity of the dam. The strikers are engaged in gossiping or buying from the numerous peddlers that frequent the place soon after payday. There was nothing to indicate that any mischief was on foot, or that the men were laboring under any great excitement.

THE WESTCHESTER BURGARS.

ESCAPED KINGS COUNTY CONVICTS CONFESS TO VARIOUS THEFTS.

Frederick Roberts, alias Conrad, nineteen years old, and James D. Andrea, alias James Roberts, twenty-five years old, both of No. 45 Carmine street, who were arrested on Friday night as the perpetrators of various robberies in Westchester County, confessed yesterday to the commission of all the crimes charged against them by citizens of White Plains, Larchmont and other places in the vicinity. They have been identified by a number of people, and much of the property they stole has been recovered.

The men became acquainted while in jail in Brooklyn, from which they escaped a week ago last Thursday. Their confession covers their operations from that time until the capture last Friday night by two of Captain McCusky's men and the captain himself. They will be arraigned in Jefferson Market Court again to-day.

Roberts was born in White Plains and came to this city, where he associated with a gang of thieves. He is a convict, and was sentenced to a term of imprisonment in the Kings County Penitentiary for house-breaking. There he met Andrea and the pair planned to escape, and did a week ago last Thursday. After they got out of prison they went to Jamaica, Long Island, where they got some old clothing to put on in place of their prison suits. They could find no hats in the house, but attacked two men on the road and took their heads. They then made their way to White Plains, where they robbed the stores of W. H. Sullivan and Samuel Ellis. The booty which they stole they took away in a wagon, which, with a horse, they stole from a stable. While about to load one of these stores they were confronted by two men, who pointed revolvers at them. These people, it seems, were "Denver Jack" and one of his accomplices. Roberts explained his presence there, "Jack" and his companion quietly departed.

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TRAIN MAKING UP TIME.

IT WAS THEN A FEW MINUTES LATE, AND AFTER LEAVING Poughkeepsie, twenty-five miles above the scene of the accident, was running at a high rate of speed, in order to make up lost time. Passengers in the day coach say that the train was surely running at the rate of forty-five miles an hour when it took the fatal plunge.

The accident came without the slightest warning. There was a heavy lurch, and then the track seemed to give way beneath the train.

THE AWFUL PLUNGE.

The engine passed over safely, but the cars immediately behind dragged it from the track and into the river. With a fearful crash the huge weight of iron rolled from the embankment and disappeared into the river, carrying with it the engineer and the fireman to the bottom of the river, where it now lies.

The express car, the day coach, the combination smoking and baggage car and three sleepers followed in a wild tangle into the river. The first two broke their fastenings and floated down the river, one two hundred yards and the other about a mile, when they ran against the shore.

The three rear sleepers remained on the track. Their occupants were severely shaken up, as the cars were slightly crushed at the ends by the shock.

SEEN BY A TUGBOAT CREW.

Dawn was just creeping through the gray of the East when the crash came. The track was deserted for miles in either direction. The only witnesses of the disaster were the crew of a passing tugboat, who say that after the crash came the cries and groans of those who had been imprisoned in the floating cars or who had been thrown from the cars by the shock.

The passengers of the three cars that did not leave the tracks rushed out in their nightclothes, calling for help as their eyes fell on the appalling scene before them. The express car and the day coach were already floating away from the shore.

SCENES IN THE DAY COACH.

The day coach had turned on its side, and some of the passengers who happened to be on the upper side had struggled part way through the broken windows. Some of them were shouting for help and waving their arms toward the shore. Others, and eye-witnesses say that these were in the majority, were trying to drag the less fortunate out of the fast filling car to the side that was clear of water.

It was in the day coach that the greatest loss of life occurred. Most of those who met death there were drowned while the car floated that short two hundred yards.

THE WORK OF RESCUE BEGUN.

The crew of the passing tugboat cast loose from their tow and went to the rescue. They opened the roof with axes and in this way rescued a number of passengers.

One of the porters of a sleeping-car that stayed on the rails ran from the track, shouting for help. Mr. Carr rose and threw on his clothes, and, getting into a boat, did what he could to take off the passengers who were not drowned inside the floating cars.

HAULED OUT IN THEIR NIGHTCLOTHES.

Of the other four cars that plunged from the embankment, the first, which was the combination smoking and baggage car, lay with the

TRAIN FALLS INTO THE HUDSON

THE STATE EXPRESS ON THE NEW-YORK CENTRAL WRECKED BY A CAVING BANK NEAR GARRISON'S.

NINETEEN PERSONS DEAD AND THERE MAY BE MORE.

THE ENGINE AND SIX CARS PLUNGED INTO THE HUDSON, BUT THREE REMAINED SAFE ON LAND—MOST OF THE DEAD WERE DROWNED—SOME PASSENGERS RESCUED AS A DAY COACH FLOATED DOWN THE STREAM—THE INJURED NOT BADLY HURT—EIGHT CHINAMEN KILLED.

Garrison's, N. Y., Oct. 24 (Special).—The State Express, one of the heaviest and fastest trains on the New-York Central Railroad, plunged headlong into the Hudson River near Garrison's a few minutes before 6 o'clock this morning. Of the nine cars comprising the train only three sleepers remained on the track.

The number of persons killed, so far as could be learned at a late hour last night, was nineteen. Eight of these were Chinamen, who were coming through from Canada. The list of killed and injured was at last accounts as follows:

DEAD.

BECKER, W. S., Newark, N. Y.

FOYLE, John, engineer, fifty years old, Albany; married.

GREEN, E. A., Chicago.

MEYER, William H. G., Passaic, N. J.

M'KAY, Algonon G., twenty-three years old, New-York; married; private secretary to Edgar Van Etten, general superintendent of the New-York Central Railroad.

REILLY, Thomas, St. Louis.

THOMPSON, John, fireman, twenty-five years old, East Albany; single.

TAGUANA, Giuseppe, Albion, N. Y.

WILLIAMS, Samuel, Buffalo.

Two women unidentified, one living in Buffalo and one in Hudson, N. Y.

Eight Chinamen.

INJURED.

BUCHANAN, Charles, clerk in a shop at Depew, N. Y.

FLOOD, James, at Flower Hospital.

MORGAN, Charles, at Peekskill.

RYAN, John A., at Peekskill.

SMITH, J., American Express agent; Flower Hospital.

Three Chinamen, at Peekskill.

NEARLY ALL DROWNED.

Most of the dead were drowned in the cars as they lay in the river not far from the track. The accident took place about two miles and a half south of Garrison's, as the train was speeding rapidly toward New-York, where it was due at the Grand Central Station at 6:30 o'clock. The injured were not fatally hurt, and most of them will be about before long.

The cause of the accident is a mystery in the eyes of the officials of the road, who gave out the following official statement with regard to it:

"The embankment supporting the track slumped off into the river."

The only two men who could have told how the accident occurred are John Foyle and John Thompson, the engineer and fireman, but they are both at the bottom of the Hudson with their engine.

The train was made up of engine No. 872 and tender, one express car, one day coach, one combination baggage and smoking car and six Wagner sleeping-cars, in the order named. The train left Buffalo at 4 o'clock on Saturday afternoon, and pulled out of East Albany a few minutes after 6 o'clock this morning.

TRAIN MAKING UP TIME.

It was then a few minutes late, and after leaving Poughkeepsie, twenty-five miles above the scene of the accident, was running at a high rate of speed, in order to make up lost time. Passengers in the day coach say that the train was surely running at the rate of forty-five miles an hour when it took the fatal plunge.

The accident came without the slightest warning. There was a heavy lurch, and then the track seemed to give way beneath the train.

THE AWFUL PLUNGE.

The engine passed over safely, but the cars immediately behind dragged it from the track and into the river. With a fearful crash the huge weight of iron rolled from the embankment and disappeared into the river, carrying with it the engineer and the fireman to the bottom of the river, where it now lies.

The express car, the day coach, the combination smoking and baggage car and three sleepers followed in a wild tangle into the river. The first two broke their fastenings and floated down the river, one two hundred yards and the other about a mile, when they ran against the shore.

The three rear sleepers remained on the track. Their occupants were severely shaken up, as the cars were slightly crushed at the ends by the shock.

SEEN BY A TUGBOAT CREW.

Dawn was just creeping through the gray of the East when the crash came. The track was deserted for miles in either direction. The only witnesses of the disaster were the crew of a passing tugboat, who say that after the crash came the cries and groans of those who had been imprisoned in the floating cars or who had been thrown from the cars by the shock.

The passengers of the three cars that did not leave the tracks rushed out in their nightclothes, calling for help as their eyes fell on the appalling scene before them. The express car and the day coach were already floating away from the shore.

SCENES IN THE DAY COACH.